

## § 61.102

(1) For which the pilot does not hold an appropriate category or class rating;

(2) Within airspace that requires communication with air traffic control; or

(3) Between sunset and sunrise, provided the flight or surface visibility is at least 5 statute miles.

(g) In order to fly solo as provided in paragraph (f) of this section, the recreational pilot must meet the appropriate aeronautical knowledge and flight training requirements of § 61.87 for that aircraft. When operating an aircraft under the conditions specified in paragraph (f) of this section, the recreational pilot shall carry the logbook that has been endorsed for each flight by an authorized pilot instructor who—

(1) Has given the recreational pilot instruction in the make and model of aircraft in which the solo flight is to be made;

(2) Has found that the recreational pilot has met the applicable requirements of § 61.87; and

(3) Has found that the recreational pilot is competent to make solo flights in accordance with the logbook endorsement.

(h) Notwithstanding paragraph 61.101(a)(3), a recreational pilot may, for the purpose of obtaining an additional certificate or rating, while under the supervision of an authorized flight instructor, act as pilot-in-command of an aircraft on a flight in excess of 50 nautical miles from an airport at which flight instruction is received if the pilot meets the flight training requirements of § 61.93 and in that pilot's personal possession is the logbook that has been endorsed by an authorized instructor attesting that:

(1) The recreational pilot has received instruction in solo cross-country flight and the training described in § 61.93 applicable to the aircraft to be operated, and is competent to make solo cross-country flights in the make and model of aircraft to be flown; and

(2) The instructor has reviewed the student's preflight planning and preparation for the specific solo cross-country flight and that the recreational pilot is prepared to make the flight safely under the known circumstances

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and subject to any conditions listed in the logbook by the instructor.

[Doc. No. 24695, 54 FR 13041, Mar. 29, 1989]

### Subpart D—Private Pilots

#### § 61.102 Applicability.

This subpart prescribes the requirements for the issuance of private pilot certificates and ratings, the conditions under which those certificates and ratings are necessary, and the general operating rules for the holders of those certificates and ratings.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973. Redesignated by Amdt. 61-82, 54 FR 13041, Mar. 29, 1989]

#### § 61.103 Eligibility requirements: General.

To be eligible for a private pilot certificate, a person must—

(a) Be at least 17 years of age, except that a private pilot certificate with a free balloon or a glider rating only may be issued to a qualified applicant who is at least 16 years of age;

(b) Be able to read, speak, and understand the English language, or have such operating limitations placed on his pilot certificate as are necessary for the safe operation of aircraft, to be removed when he shows that he can read, speak, and understand the English language;

(c) Hold at least a current third-class medical certificate issued under part 67 of this chapter, or, in the case of a glider or free balloon rating, certify that he has no known medical defect that makes him unable to pilot a glider or free balloon, as appropriate;

(d) Pass a written test on the subject areas on which instruction or home study is required by § 61.105;

(e) Pass an oral and flight test on procedures and maneuvers selected by an FAA inspector or examiner to determine the applicant's competency in the flight operations on which instruction is required by the flight proficiency provisions of § 61.107; and

(f) Comply with the sections of this part that apply to the rating he seeks.

**§ 61.105 Aeronautical knowledge.**

An applicant for a private pilot certificate must have logged ground instruction from an authorized instructor, or must present evidence showing that he has satisfactorily completed a course of instruction or home study in at least the following areas of aeronautical knowledge appropriate to the category of aircraft for which a rating is sought.

(a) *Airplanes and rotorcraft.* (1) The accident reporting requirements of the National Transportation Safety Board and the Federal Aviation Regulations applicable to private pilot privileges, limitations, and flight operations for airplanes or rotorcraft, as appropriate, the use of the "Airman's Information Manual," and FAA advisory circulars;

(2) VFR navigation using pilotage, dead reckoning, and radio aids;

(3) The recognition of critical weather situations from the ground and in flight, the procurement and use of aeronautical weather reports and forecasts;

(4) The safe and efficient operation of airplanes or rotorcraft, as appropriate, including high-density airport operations, collision avoidance precautions, and radio communication procedures;

(5) Basic aerodynamics and the principles of flight which apply to airplanes or rotorcraft, as appropriate; and

(6) Stall awareness, spin entry, spins, and spin recovery techniques for airplanes.

(b) *Glider.* (1) The accident reporting requirements of the National Transportation Safety Board and the Federal Aviation Regulations applicable to glider pilot privileges, limitations, and flight operations;

(2) Glider navigation, including the use of aeronautical charts and the magnetic compass;

(3) Recognition of weather situations of concern to the glider pilot, and the procurement and use of aeronautical weather reports and forecasts;

(4) The safe and efficient operation of gliders, including ground and/or aerotow procedures as appropriate, signals, and safety precautions; and

(5) Stall awareness, spin entry, spins, and spin recovery techniques for gliders.

(c) *Airships.* (1) The Federal Aviation Regulations applicable to private lighter-than-air pilot privileges, limitations, and airship flight operations;

(2) Airship navigation, including pilotage, dead reckoning, and the use of radio aids;

(3) The recognition of weather conditions of concern to the airship pilot, and the procurement and use of aeronautical weather reports and forecasts; and

(4) Airship operations, including free ballooning, the effects of superheating, and positive and negative lift.

(d) *Free balloons.* (1) The Federal Aviation Regulations applicable to private free balloon pilot privileges, limitations, and flight operations;

(2) The use of aeronautical charts and the magnetic compass for free balloon navigation;

(3) The recognition of weather conditions of concern to the free balloon pilot, and the procurement and use of aeronautical weather reports and forecasts appropriate to free balloon operations; and

(4) Operating principles and procedures of free balloons, including gas and hot air inflation systems.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-77, 51 FR 40703, Nov. 7, 1986; Amdt. 61-490, 56 FR 11325, Mar. 15, 1991]

**§ 61.107 Flight proficiency.**

The applicant for a private pilot certificate must have logged instruction from an authorized flight instructor in at least the following pilot operations. In addition, his logbook must contain an endorsement by an authorized flight instructor who has found him competent to perform each of those operations safely as a private pilot.

(a) *In airplanes.* (1) Preflight operations, including weight and balance determination, line inspection, and airplane servicing;

(2) Airport and traffic pattern operations, including operations at controlled airports, radio communications, and collision avoidance precautions;

(3) Flight maneuvering by reference to ground objects;

(4) Flight at slow airspeeds with realistic distractions, and the recognition